

# **SERVICE MANUAL**

**DATSUN PICK-UP  
MODEL 620 SERIES  
CHASSIS & BODY**



**NISSAN MOTOR CO., LTD.**  
TOKYO, JAPAN

## **SECTION WT**

# **WHEEL AND TIRE**

**WT**

**WHEEL AND TIRE ..... WT- 2**

# WHEEL AND TIRE

## WHEEL AND TIRE

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### DESCRIPTION

#### Wheels and tires

The wheels and tires used on the model 620 series are the same as those used on the model 521 series.

The wheel size is 4J-14 with a 30 mm (1.181 in) offset.

There are three kinds of the tire in size and ply rating: 6.00-14-6PRLT, 6.00-14-8PRLT and 5.50-14-6PRLT.

As for the detailed combination of tires and vehicle models, refer to the "Tire usage" chart.

### SPECIFICATIONS

#### Tires

##### Tire usage chart

Model		Tire size	Remarks
(G)(N)620 series	Front	6.00-14-6PRLT	For Common country
	Rear	6.00-14-8PRLT	
U(N)620 series	Front	5.50-14-6PRLT	
	Rear	5.50-14-6PRLT	
PL620 series	Front	6.00-14-6PRLT	For U.S.A. and Canada
	Rear	6.00-14-6PRLT	

##### Recommended tire inflation pressure

Unit: kg/cm<sup>2</sup> (psi)

Model		Car speed km/h (MPH)	Under 100 km/h (60 MPH)		Over 100 km/h (60 MPH)	
			1.50 (21)		1.80 (26)	
(G)(N)620 series	Unloaded	Front	1.50 (21)		1.80 (26)	
		Rear	2.75 (39)		3.25 (46)	
	Loaded	Front	1.50 (21)		1.80 (26)	
		Rear	4.25 (60)		4.75 (67)	
U(N)620 series	Unloaded	Front	1.50 (21)		1.80 (26)	
		Rear	1.75 (25)		2.25 (32)	
	Loaded	Front	1.50 (21)		1.80 (26)	
		Rear	3.25 (46)		3.75 (53)	
PL620 series	Unloaded	Front	1.50 (21)		1.80 (26)	
		Rear	1.75 (25)		2.25 (32)	
	Loaded	Front	1.50 (21)		1.80 (26)	
		Rear	3.00 (42)		3.50 (49)	

Note: The tire inflation pressures should be measured when the tire is cold.

## MAINTENANCE AND SERVICE

### Tire inflation

Correct tire pressure is very important to ease of steering and riding comfort. This also reduces driving sound to a minimum, resulting in longer tire life; that is, overinflation or underinflation promotes wear at center tread or shoulder of tire.

If all tires are inspected frequently and maintained correct tire pressure, it is possible to detect sharp material in the tread. Also, the above check avoids abnormal wear which invites serious trouble. If tires indicate abnormal or uneven wear, the cause of trouble should be detected and eliminated.

After inflating tires, leakage in valve should be checked. Without valve caps, leakage will occur due to dirt and water, resulting in underinflation. Accordingly, whenever tire pressure is checked, be sure to secure valve caps and tighten firmly by hand.

### Wheel repair

Inspect the wheel rim flange for bend or dents.

The flange should be cleaned by a wire brush when rust is found on the flange. Furthermore, if excessive pitting occurs on the rim, eliminate it with a file.

### Wear

#### Misalignment

When the front wheels align in excessive toe-in or toe-out condition, tires scrape the tread rubber off. The wear of tread appears feathered edge.

#### Center

This wear is caused by overinflation of the tire. The inflation pressure must be kept within the specified limit.

#### Shoulder

The wear may be caused by underinflation, incorrect wheel camber, or continuous high speed driving on curves. In general, the former two are common. Because underinflation wear appears on both sides of tread, and on the other hand, camber wear causes only one tread side. For cornering tread wear, the driver must operate car slowing down on curves.

#### Uneven

Uneven wear is caused by incorrect camber or caster, malfunctioning suspension, unbalanced wheel, out-of-round brake drum, or other mechanical conditions. To repair this abnormal wear, correct the above defective parts.

### Tire rotation

Tires wear unevenly and become unbalanced according to running distance. Uneven tire wear often results in tire noise which is attributed to rear axle gears, bearing, etc. Meanwhile, the front tires tend to wear unevenly because of front wheel alignment.

Accordingly, to equalize tire wear, it is necessary to rotate tires.

#### PL620:

Every 10,000 km (6,000 miles) of operation

#### (G)(N)620 series:

Every 9,000 km (5,500 miles) of operation

#### U(N)620 series:

Every 9,000 km (5,500 miles) of operation

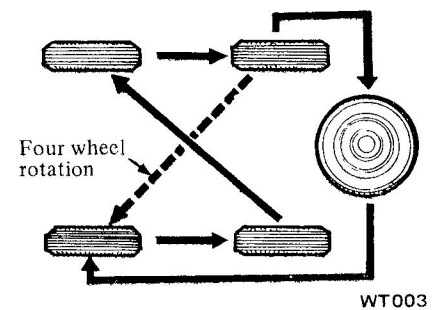


Fig. WT-2 Tire rotation for PL620 and U(N)620 series

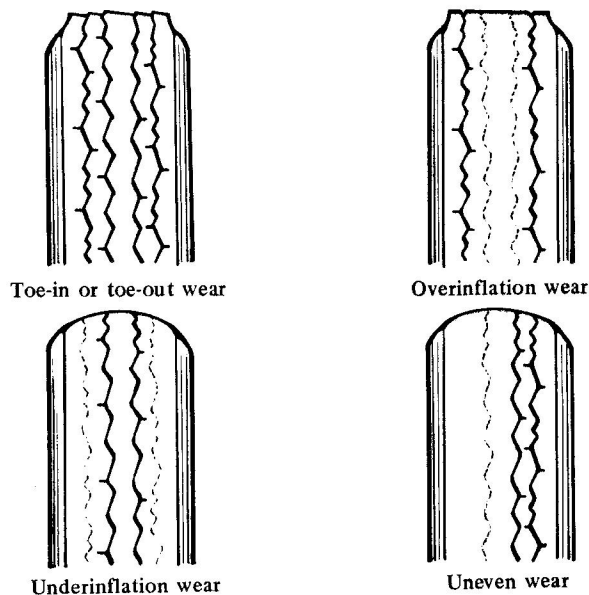


Fig. WT-1 Abnormal tire wear

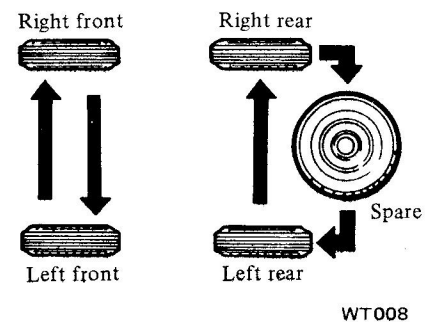


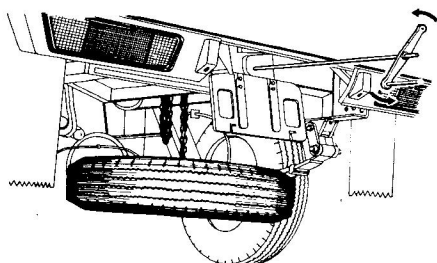
Fig. WT-3 Tire rotation for (G)(N)620 series

The tires should be replaced if the tread depth is less than 1.6 mm (1/16 in).

To change tire with wheel using a jack in the safe manner, observe the following procedures:

# WHEEL AND TIRE

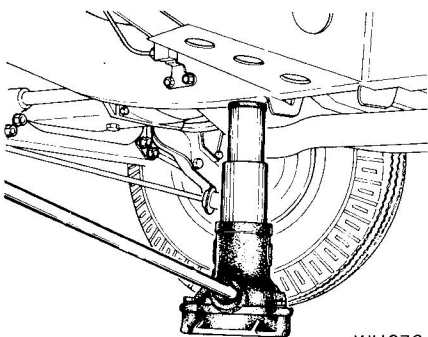
1. To remove spare tire,  
insert jack rod to guide and then  
turn it counterclockwise. When instal-  
ling, tighten a little strong after lifting  
up and lock.



WH081

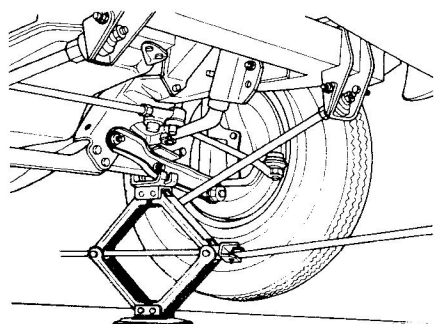
Fig. WT-4 Removing spare tire

2. To remove wheel cap and loosen  
wheel nuts,  
it is necessary to remove wheel cap  
and temporarily to loosen wheel nuts  
before vehicle is jacked up.
3. To jack up  
in changing front wheel, place jack  
under lower link after applying park-  
ing brake and blocking rear wheels.



WH076

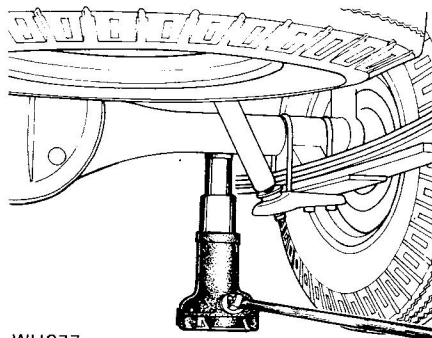
Fig. WT-5 Jacking up front side  
(Model Pick-up series)



WH078

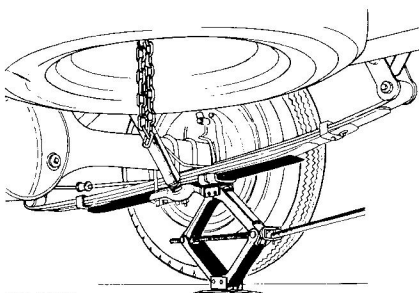
Fig. WT-6 Jacking up front side  
(Model Double Pick-up series)

- Next to jack up  
in changing rear wheel, place jack  
under rear spring seat after applying  
parking brake and blocking front  
wheels.



WH077

Fig. WT-7 Jacking up rear side  
(Model Pick-up series)



WH079

Fig. WT-8 Jacking up rear side  
(Model Double Pick-up series)

4. Removing wheel  
Remove wheel nuts and wheel from  
drum.
5. Installing wheel  
To install wheel, reverse the above  
steps.  
Tighten wheel nuts in criss-cross  
fashion to 8.0 to 9.0 kg-m (58 to 65  
ft-lb).

**Note:** Never get under the car while it  
is supported only by the jack.  
Always use safety stands to support  
the side member of body construc-  
tion when you must get beneath  
the car.

## INSPECTION

### Wheel balance

The wheel and tire assembly should  
be kept balanced statically and dynam-  
ically.

Proper tire balance is necessary  
when driving the car at high speeds.  
Consequently, the wheel and tire as-  
sembly should be properly rebalanced  
whenever puncture is repaired.

The wheel and tire assembly be-  
comes out of balance according to  
uneven tire wear. Severe acceleration  
and braking, or fast cornering is the  
cause of wear on tire, resulting in  
unbalance of tire and wheel assembly.

The symptom of unbalance appears  
as tramp, car shake and steering  
trouble.

To correct unbalance, use proper  
wheel balancer.

Maximum allowable unbalance:

177 gr-cm (2.5 in-oz)

10 gr. (0.35 oz) at rim circumferences

Balance weight:

10 to 60 gr. (0.35 to 2.12 oz)

at 10 gr. (0.35 oz) interval

**Note:** Be sure to place the correct  
balance weights on the inner edge  
of rim as shown in Figure WT-9.

## Wheel and tire

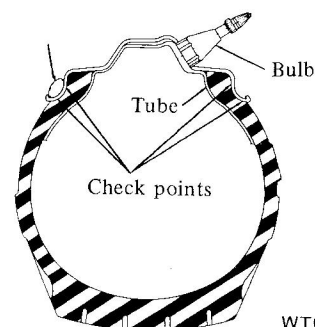
In order to ensure satisfactory  
steering condition as well as maximum  
tire life, proceed as follows:

1. Check wheel rim for rust, distor-  
tion, cracks or other defects.

Thoroughly remove rust, dust,  
oxidized rubber or sand from wheel  
rim with wire brush, emery cloth or  
paper. Use dial gauge to examine  
wheel rim for lateral run-out.

Lateral run-out limit:

Less than 4.0 mm (0.158 in) total  
indicator reading



WT009

Fig. WT-9 Wheel rim run-out check  
points

## WHEEL AND TIRE

Note: In replacing tire, take extra care not to damage tire bead, rim-flange and bead seat.  
Do not use tire irons to force beads away from wheel rim-flange; that is,

always use tire replacement device whenever tire is removed.

2. Discard when any of the following trouble occurs:

- (1) Broken or damaged bead wire.
- (2) Ply or tread separation.
- (3) Cracked or damaged side wall, etc.

## TROUBLE DIAGNOSES AND CORRECTIONS

Condition	Probable cause	Corrective action
Wheel wobbles.	Improper tire pressure. Damaged tire or distorted wheel rim. Unbalanced wheel. Loose wheel nuts. Worn or damaged wheel bearing, or excessive play of wheel bearing. Improper front wheel alignment. Worn or damaged ball joint. Excessive steering linkage play or worn steering linkage. Loose steering linkage connection.  Broken suspension spring. Defective shock absorber.	Measure and adjust. Repair or replace. Balance. Tighten. Correct play or replace wheel bearing.  Align. Replace. Adjust or replace.  Tighten nuts to rated torque, or replace worn parts if any. Replace. Replace.
Unevenly or excessively worn tire.	Improper tire rotation. Improper tire pressure. Unbalanced wheel. Improperly adjusted brake. Improper wheel alignment. Excessively distorted or improperly installed suspension link. High speed on curves. Sudden start and improper speed due to rapid acceleration or improper brake application.	Conduct tire rotation periodically. Measure and adjust. Balance or replace. Adjust. Align. Repair, replace or, if necessary, reinstall.  Reduce speed. Follow correct and proper driving manner.
Tire squeals.	Improper tire pressure. Improper front wheel alignment. Distorted knuckle or suspension link.	Measure and adjust. Align. Repair or replace.